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JOINT PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

USSURI SOUTH SHIPYARD

KHABAROVSK, USSR



NAVY



DoD Class Review by NIMA / DoD

HTA/JM-25/58

DECEMBER 1958

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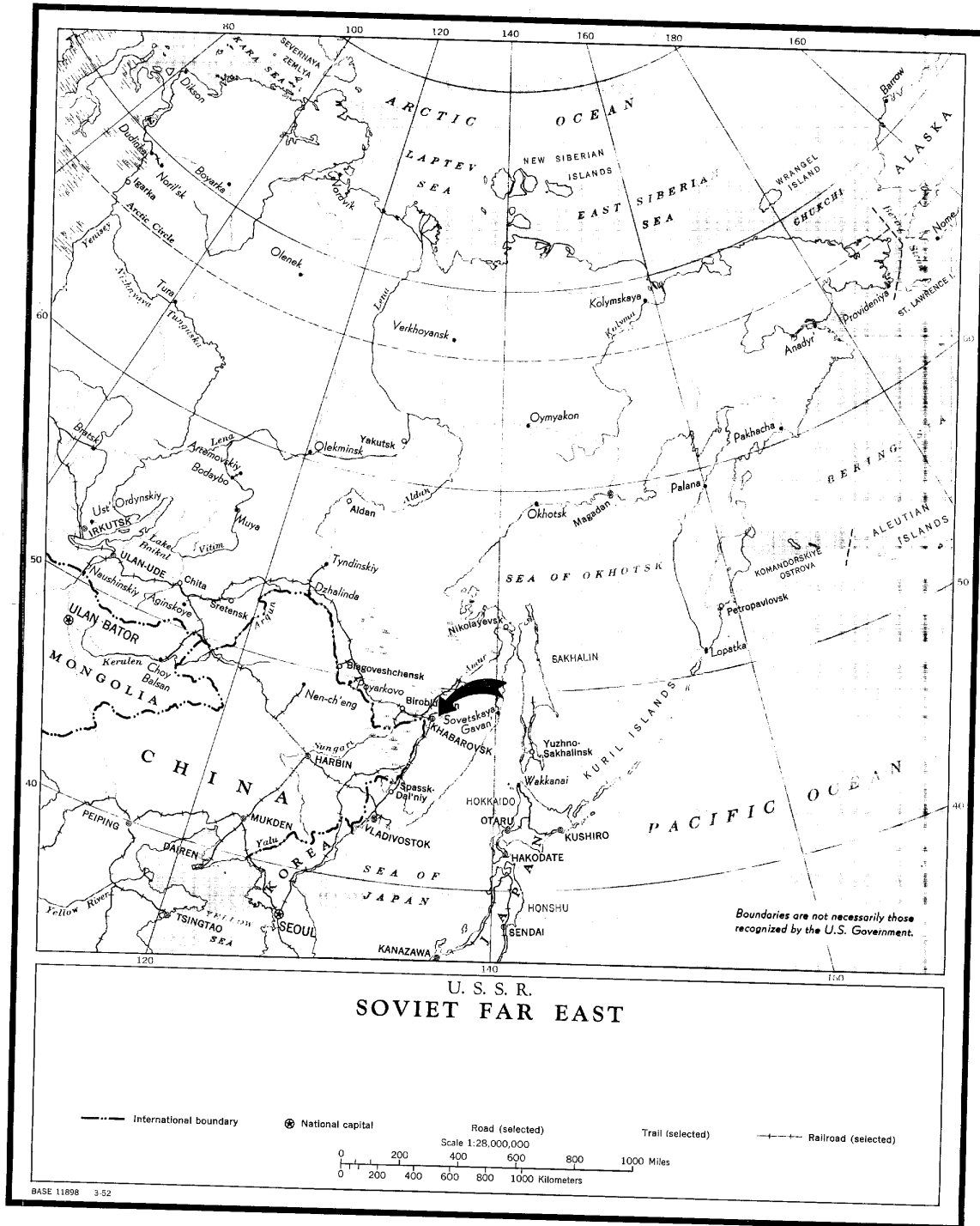
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I. INTRODUCTION

This Joint Navy-CIA Memorandum has been prepared to satisfy DNI Project 18-58 and CIA Requirement RR/HTA/E/R37/58 requesting the following information concerning naval shipping in the Khabarovsk area and Ussuri South Shipyard [redacted] Khabarovsk, USSR.

- (1) Any details of submarines, particularly "W" Class, being repaired in the area.
- (2) Number of "T-43" Class minesweepers in the Ussuri South Shipyard.
- (3) Detailed description of Ussuri South Shipyard with annotated graphics.

II. SUMMARY

No submarines were observed in the port or shipyard areas of Khabarovsk covered by the [redacted] photography.

No "T-43" Class minesweepers were observed in the Ussuri South Shipyard or in the vicinity thereof.

III. LOCATION

The Ussuri South Shipyard is located along the east bank of the Ussuri River, approximately three nautical miles south of the confluence of the Ussuri and Amur Rivers, and at the extreme southern edge of Khabarovsk.

IV. SHIPYARD FACILITIES

The main buildings of the shipyard are situated on a relatively level expanse of land which appears to be at least 25 feet above low water level. The shipyard comprises two very large buildings with more than 30 small support buildings. A relatively complex system of transverse rails connects the fitting-out basin with the assembly building. One small side-launching marine way and one possible end-launching marine way are present in addition to the main end-launching way.

Very little activity was observed at the time of the photography. Only one diesel locomotive was moving in the large open storage area north of the main building. One probable fishing vessel is the only vessel within the yard area. This vessel is probably under repair. Five small barges were scattered along the river bank in the immediate vicinity of the shipyard. The lack of extensive track activity over the snow-covered roads supports the premise of a general lack of major activity within the entire shipyard area.

The shipyard appears to be in the final stage of completion. Assembly facilities appear to be serviceable, but the launching facilities need additional

construction before any ships can be launched. The method of launching cannot be determined for certain at the present stage of construction, but it is believed ships will be end-launched into the fitting-out basin.

KEY TO ANNOTATIONS

1. Building ways. This level area, approximately 690 by 540 feet, will probably serve as building ways and as storage for assembled vessels during the none-launching season. Faint images indicate that there may be approximately 14 pairs of tracks in the area but snow cover prevents an exact count. Maximum length of the tracks is 525 feet.

2a, b, and c. Launching system. At the present stage of construction it is apparent that a rather complicated system of transverse tracks will be used to transfer vessels from the assembly section to the fitting-out basin. From the final assembly section (3) vessels will be moved longitudinally to what appears to be a typical side-launching way (2b). From this way the vessels will be transferred again and moved longitudinally to the end-launching way (41).

Snow cover and limited resolution prevent determination of exact numbers of rails (2a) leading from the final assembly section. Clearing of snow adjacent to the building indicates probably four doors with four pairs of rails leading therefrom. Very faint linear images indicate possibility of an additional two pairs of rails. Spacing between rails is [redacted]. The western two pairs of rails are about 60 feet apart, while the eastern two pairs of rails appear to be about 45 feet apart. Distance from the final assembly section to the transverse rails (2b) is 330 feet.

Eleven rails (2b), approximately 715 feet long and spaced about 20' apart, are in this section. Parallel to these rails are two possible guide tracks which appear slightly higher than the transverse rails. These guide tracks are approximately 270 feet apart. Four winch houses, 20 feet square, and one master control house, [redacted] feet, are located at the inland end of the transverse rails. Near the river end is a possible cradle.

The river end of the above transverse rails is in approximate perpendicular alignment with the launching way (41). No track between the eleven rails (2b) and the launching way can be detected on the present photography, but it is suspected that such a track (2c) will eventually be laid. The length of this track would be approximately 730 feet.

3. Final assembly section, 350 by 285 feet, with six monitors in roof. Height of this building is approximately 60 feet.

4. Administration section, 285 by 40 feet, [redacted] high.

5. Transverse mobile crane section, 395 by 80 feet; [redacted] high. Rail line passes through western end.

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6. Fabrication and possible subassembly section, 560 by 350 feet; [] high. Roof has 14 monitors.
7. Administration section, single-story, 235 by 40 feet.
8. Administration section, 575 by 40 feet; [] high.
9. Subassembly and possible fabrication section, 280 feet square; [] high. Roof has six monitors.
10. Transverse mobile crane section, 280 by 65 feet; approximately 45 feet high.
11. Machine shop, 390 by 340 feet; [] high. Roof has two rows of six monitors.
12. Probable administration section, 380 by 45 feet; approximately 40 feet high.
13. Overhead conveyor or walkway; approximately 115 feet long. Structure is approximately 15 feet above ground at edge of building. For about 40 feet from building structure is horizontal, then slopes to ground just beyond fence.
14. Probable transformer station, 105 by 60 feet; approximately 20 feet high. No electrical connections to building are discernible, but three obscure objects in shadow of building may be transformers.
15. Storage tank, approximately 30 feet in diameter and 15 feet high.
16. Unidentified building, flat-roofed, single-story, 60 by 30 feet.
17. Unidentified building, hip-roofed, single-story, 100 by 40 feet.
18. Heat and power plant, 85 feet square; approximately 45 feet high. Has stack approximately 95 feet high.
19. Coal yard and processing facilities; rail served.
20. Unidentified building, irregularly-shaped, multisectional roof, 90 by 60 feet.
21. Possible plate storage racks.
22. Open storage; rail served.
23. Two revetted settling basins; inside dimensions 115 by 50 feet each. Connected by two overhead pipelines to possible water storage basin (24).
24. Possible water storage basin, approximately 100 feet square; probably earth-covered.
25. Possible pump house and water treatment facilities, flat-roofed, single-story, 50 by 25 feet.
26. Probable storage building, hip-roofed, single-story, 70 by 35 feet.
27. Two workshops: one hip-roofed, single-story, 90 by 40 feet; one flat-roofed, single-story, 60 by 30 feet.
28. Locomotive jib crane.
29. Two heat-treatment repair shops, single-story, each 95 by 50 feet, with single longitudinal monitor on roof.
30. Possible sawmill and lumber yard, hip-roofed, single-story, 150 by 30 feet. A possible elevated small jib crane is in the yard.

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31. Underground tank, 40 feet in diameter.
 32. Locomotive jib crane.
 33. Probable fishing vessel,
 34. Probable side-haul marine railway. Possible remnants of former sea-plane launching ramp or marine railway are located immediately to the south of the present side-haul marine railway.
 35. Winch house, single-story, 45 by 20 feet.
 36. Forge, flat-roofed with small monitor, 60 by 55 feet. Has a large chimney approximately 35 feet high at the southwest corner.
 37. Workshop with Quonset-type roof, 140 by 125 feet. Probably a former seaplane hangar. A probable single-story administration building, 50 by 40 feet is attached.
 38. Unidentified building, single-story, U-shaped: center section, 60 by 30 feet, with six small stacks in roof; two wing sections, each 50 by 30 feet.
 39. Building under construction, 120 by 55 feet.
 40. Open storage area.
 41. Launching under construction.
 42. Probable repair and/or fitting-out facilities under construction.
 43. Fitting-out basin under construction.
 44. Entrance through sea wall; maximum width of opening approximately 70 feet. Possible locks are under construction here.

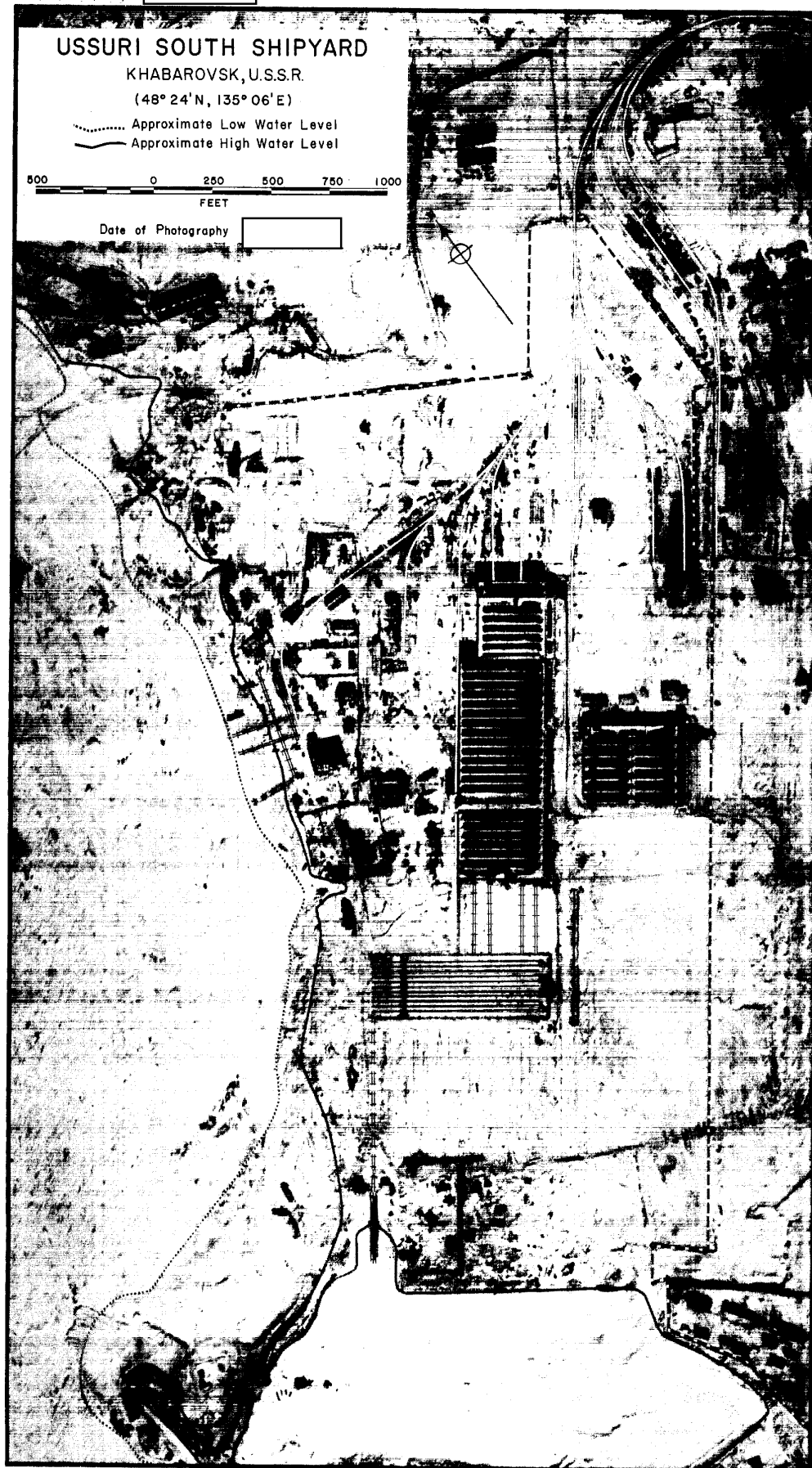


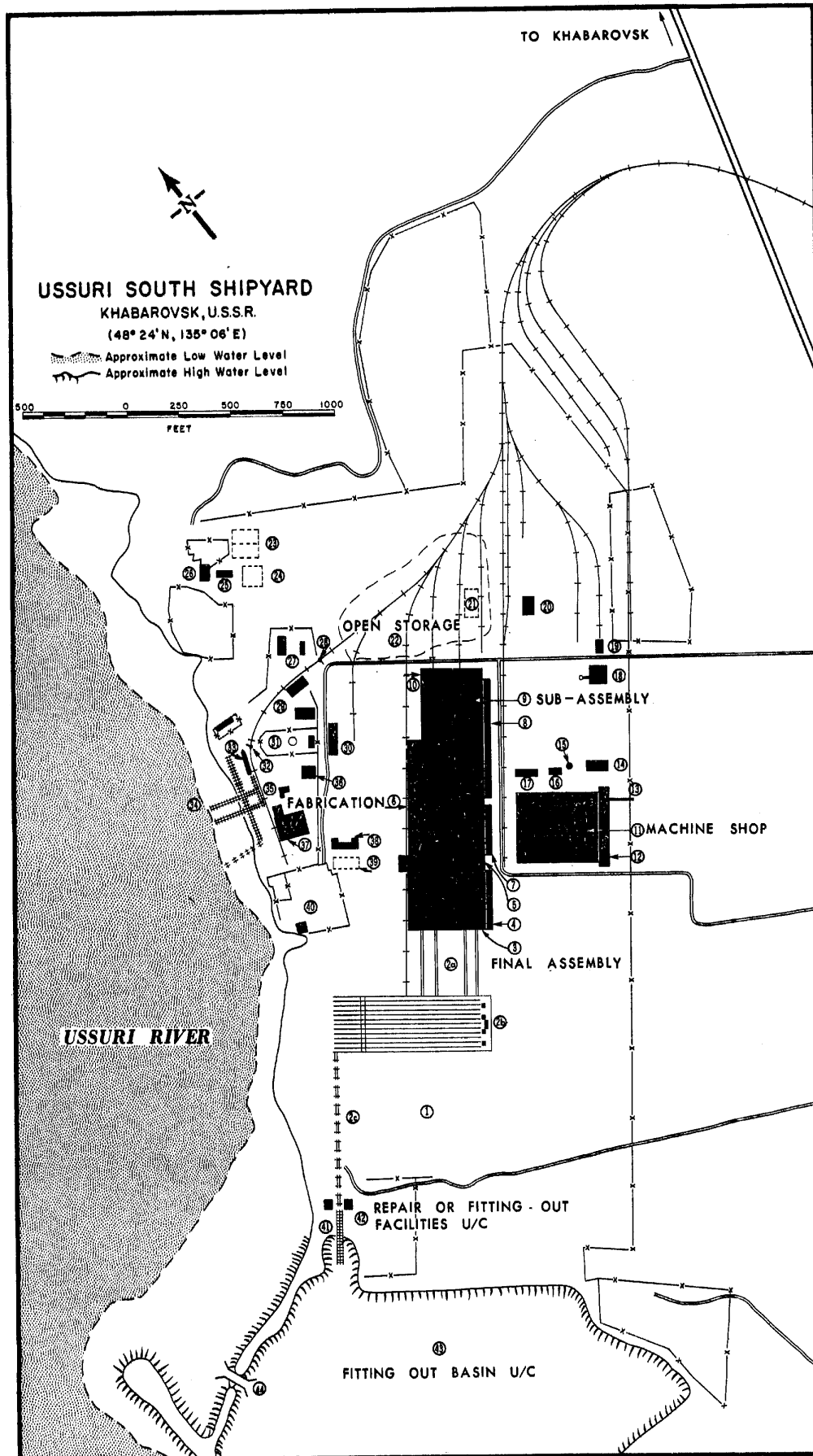
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